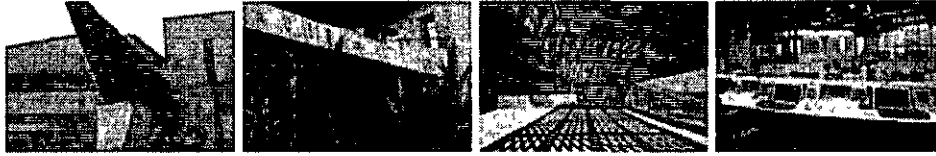


A U S T I N C I T Y C O U N C I L
AGENDA

Thursday, November 16, 2006

+ Back Print

**Zoning and Neighborhood Plan Amendments
(Public Hearings and Possible Action)
RECOMMENDATION FOR COUNCIL ACTION**ITEM No. 71

Subject: C14-06-0078 - South IH-35 Transit Facility - Conduct a public hearing and approve an ordinance amending Chapter 25-2 of the Austin City Code by rezoning property locally known as 7902-7926 South IH-35 Service Road Southbound (South Boggy Creek Watershed) from community commercial (GR) district zoning to limited industrial service-planned development area (LI-PDA) combining district zoning. Staff Recommendation: To grant limited industrial service-planned development area (LI-PDA) combining district zoning. Zoning and Platting Commission Recommendation: To grant limited industrial service-planned development area (LI-PDA) combining district zoning. Applicant: Rock Realty, Inc. (John McCormack); Capital Metropolitan Transit Authority (Fred Gilliam). Agent: Doucet & Associates (Carol M. Stewart). City Staff: Wendy Walsh, 974-7719.

Additional Backup Material

(click to open)

Staff Report**For More Information:**

ZONING CHANGE REVIEW SHEET

CASE: C14-06-0078

Z.P.C. DATE: October 3, 2006
November 7, 2006

ADDRESS: 7902 – 7926 South IH-35 Service Road Southbound

OWNER: Rock Realty, Inc. (John McCormack) **APPLICANT:** Capital Metropolitan
Transit Authority
(Fred Gilliam)

AGENT: Doucet & Associates, Inc. (Carol M. Stewart)

ZONING FROM: GR **TO:** LI-PDA **AREA:** 14.604 acres

The Applicant has requested:

1) limited industrial service (LI) uses, as well as the following uses, to be *permitted*

Residential

Multifamily residential
Condominium residential
Townhouse residential
Retirement housing (large)
Retirement housing (small)

Civic

Administrative services
Transportation terminal

2) A residential use is permitted above the first floor of a commercial building

3) The Applicant has requested to *prohibit* the following uses under a Planned Development Area.

Agricultural sales and services
Automotive repair services
Automotive washing
Building maintenance services
Commercial off-street parking
Convenience storage
Electronic prototype assembly
Equipment repair services
Laundry services
Resource extraction
Vehicle storage

Automotive rentals
Automotive sales
Basic industry
Campground
Construction sales and services
Drive-in services as an accessory use
Electronic testing
Equipment sales
Recycling center
Scrap and salvage

4) The Applicant is proposing that Section 25-2-766 13 (*Transit Oriented Development District Initial Site Development Regulations*) and Section 25-2-766 14 (*Transit Oriented Development District Initial Parking Regulations*) apply to uses other than the transportation terminal

- 5) Section 25-8-42(B)(5) (*Administrative Variances*) to remove cut and fill limitations or administrative variance requirements for detention and water quality ponds
- 6) Section 25-8-42(B)(6) (*Administrative Variances*) to allow fill up to eight (8) feet in the Desired Development Zone without an administrative variance.
- 7) Section 25-8-342 (*Fill Requirements*) to allow fill between eight (8) and 18 feet without a variance.
- 8) Section 25-8-301 (*Construction of a Roadway or Driveway*) to allow all driveways, and bus access and circulation areas to cross slopes greater than 15%.
- 9) Section 5.3.1 K (*Driveways, Design Criteria, General*) of the Transportation Criteria Manual to allow driveways to be offset less than 80 feet from an opposing driveway, based on the following: moving the driveway further away causes sight distance issues due to a vertical curve on Foremost Drive, the driveway is to be used for buses only and the opposing driveway services a church and therefore has a different peak time than the transit facility.
- 10) Section 25-6-611 (*Parking Requirements for a Transit Oriented Development*) shall apply.

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant limited industrial service – planned development area (LI-PDA) district zoning as requested by the Applicant and outlined above with conditions #1, #2 and #3 of the Environmental Board as shown in Exhibit D

ZONING & PLATTING COMMISSION RECOMMENDATION:

October 3, 2006. *APPROVED A REQUEST FOR POSTPONEMENT REQUEST BY APPLICANT AND NEIGHBORHOOD TO 11-7-06*

[J. MARTINEZ, S HALE – 2ND] (7-0) K. JACKSON, J PINNELLI – ABSENT

November 7, 2006

ISSUES:

The Circle S Ridge Neighborhood and the Applicant met on Thursday, September 29th at the Pleasant Hill Library and on Monday, October 30th at the Southeast Austin Community Branch Library to discuss the rezoning case. In preparation for the October 30th meeting, Capital Metro contracted with a traffic engineering firm to prepare a study of the existing traffic patterns in the area, measures to address cut-through traffic on Circle S Road, including the installation of traffic calming devices and road closure

DEPARTMENT COMMENTS:

The subject rezoning area is undeveloped and consists of a platted lot and an unplatted, vacated portion of the South Congress Avenue right-of-way. The property has frontage along South Congress Avenue, Foremost Drive and the southbound IH-35 service road, and is zoned community commercial (GR). The South IH-35 Transit Oriented Development (TOD) district encompasses this property as well as the surrounding area and was approved by the City Council on October 5, 2006. Development standards will be crafted during the subsequent station area plan process. The intent of a TOD district is to create a development that is compatible with and supportive of public transit and pedestrian-oriented environment. Please refer to Exhibits A (Zoning Map), A-1 (Aerial View) and B (Recorded Plat).

The Applicant proposes to develop the property with a transportation terminal (also known as a park and ride facility) in accordance with Capital Metro's "All Systems Go!" Plan. This location will serve as the southern terminus of the rapid bus route that begins at the North IH 35 Transit facility, in operation at IH-35 and Parmer Lane. A conceptual site plan provided as Exhibit C shows vehicular access along Foremost Drive and separate driveways for buses to Foremost Drive and South Congress Avenue. The Applicant has requested limited industrial service – planned development area (LI-PDA) zoning and modifications which will allow for additional permitted land uses, prohibited land uses, parking and access regulations, and environmental regulations. More specifically, the Applicant has made the following requests: 1) that a transportation terminal use be permitted in the LI zoning district, 2) that certain residential uses be permitted; 3) that intensive commercial and industrial land uses that are incompatible with the activities of a transportation terminal and higher density residential development be prohibited; and 4) that environmental and transportation modifications address the property's physical characteristics and will allow for pedestrian and vehicular access from South Congress Avenue and Foremost Drive.

The Staff recommends the Applicant's request as described above for LI-PDA district zoning given its location within a commercial corridor, a proposed transit oriented development (TOD) district, and ability to enhance the public transit facilities available to South Austin, along with the following conditions established by the Environmental Board: 1) attenuation of the parking lot heat island effect and providing new landscaping for maximum shading of pavement; 2) the use of drought-tolerant and/or low water requirement plantings; and 3) the preparation of an Integrated Pest Management (IPM) Plan. The Environmental Board also made the following recommendations, to be implemented during the site plan process: 4) the use of concrete paving and a concrete bus lane; 5) consultation with the City Arborist regarding preservation of existing tree to the extent practicable and 6) the use of mulch from existing trees required to be removed to enhance areas of existing vegetation for use as a vegetative filter strip on the east side of the parking area, reduce transpiration of water from the soil, reduce temperatures, and minimize compaction from equipment and foot traffic. The Staff memo prepared for the Environmental Board is provided as Exhibit D.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	GR	Undeveloped
<i>North</i>	CS, GR; SF-3; SF-2; LI	Undeveloped; Church and parking area; Offices; South Boggy Creek; Cemetery
<i>South</i>	LI-CO	Undeveloped; Water quality pond; Food bank; Auto salvage
<i>East</i>	N/A	Southbound frontage road for IH-35
<i>West</i>	GR-CO; LI-CO; RR-CO; DR, SF-2	AC / Heating company; Auto salvage; Three residences; RV and boat storage; Warehouse

AREA STUDY: N/A**TIA:** Is not required**WATERSHED:** South Boggy Creek**DESIRED DEVELOPMENT ZONE:** Yes**CAPITOL VIEW CORRIDOR:** No**SCENIC ROADWAY:** No**NEIGHBORHOOD ORGANIZATIONS:**

26 – Far South Austin Community Association
 262 – Beaconridge Neighborhood Association
 300 – Terrell Lane Interceptor Association
 428 – Barton Springs / Edwards Aquifer Conservation District
 511 – Austin Neighborhoods Council
 627 – Onion Creek Homeowners Association
 646 – Circle S Ridge Neighborhood Association
 742 – Austin Independent School District
 948 – South by Southeast Neighborhood Organization

SCHOOLS:

Pleasant Hill Elementary School Bedichek Middle School Crockett High School

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-06-0086 – Bill's Auto Parts	DR, SF-2 to LI	To Grant RR-CO, LI-CO with the CO for 2,000 trips, prohibit exterminating services and pawn shops	Approved LI-CO as ZAP recommended (8-10-06)
C14-00-2018 – Wattinger Acres	DR to LI	To Grant LI-CO	Approved LI-CO with CO for 2,000 trips, no access to Hubach Lane, prohibited uses

			of scrap & salvage, pawn shops, service station, adult-oriented uses; auto sales and vehicle storage (05-11-00).
C14-95-0048 – NFP Partnership Zoning Change	DR; SF-2 to LI	To Grant	Approved LI-CO with conditions including performance standards (6-22-95).
C14-91-0047 – Dave Transportation Services, Inc	DR; SF-2 to LI	To Grant LI	Approved LI-CO with CO to prohibit general retail sales (general and convenience), PDA performance standards and no structure within 25' of the front yard (7-11-91)
C14-89-0077 – F. G. Spillman, et al	DR; SF-2 to LI	To Grant LI-CO with conditions	Approved LI-CO with CO for PDA performance standards, and no structure within 25' of the front yard (7-12-90).

RELATED CASES:

The property is platted as Lot 2 of Centennial Park, a subdivision recorded in 1972 as well as unplatted acreage that corresponds with vacated right-of-way of South Congress Avenue
Please refer to Exhibit B.

ABUTTING STREETS:

NAME	ROW	PAVEMENT	CLASSIFICATION	CAPITAL METRO	BICYCLE PLAN	SIDEWALKS
IH 35 Frontage road	Varies	Varies	Arterial	TBD	No	No
Foremost Drive	64 feet	Varies	Collector	TBD	No	No
South Congress Avenue	Varies	Varies	Arterial	TBD	Yes	No
Circle S Road	Varies	Varies	Collector	TBD	No	No

CITY COUNCIL DATE: October 19, 2006

ACTION: Approved a Postponement request by the Staff to November 16, 2006 (7-0)

November 16, 2006

ORDINANCE READINGS: 1st

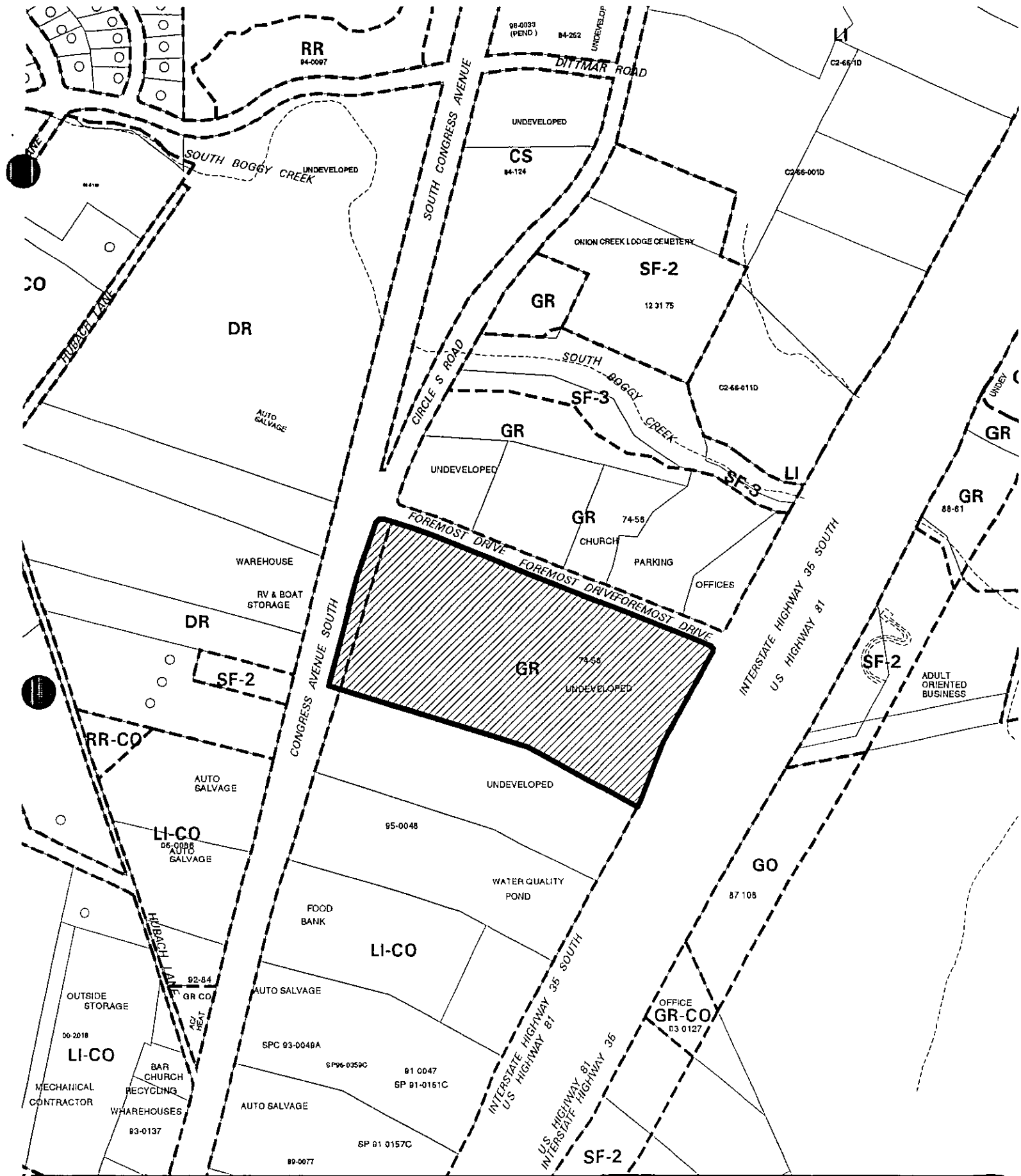
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3rd

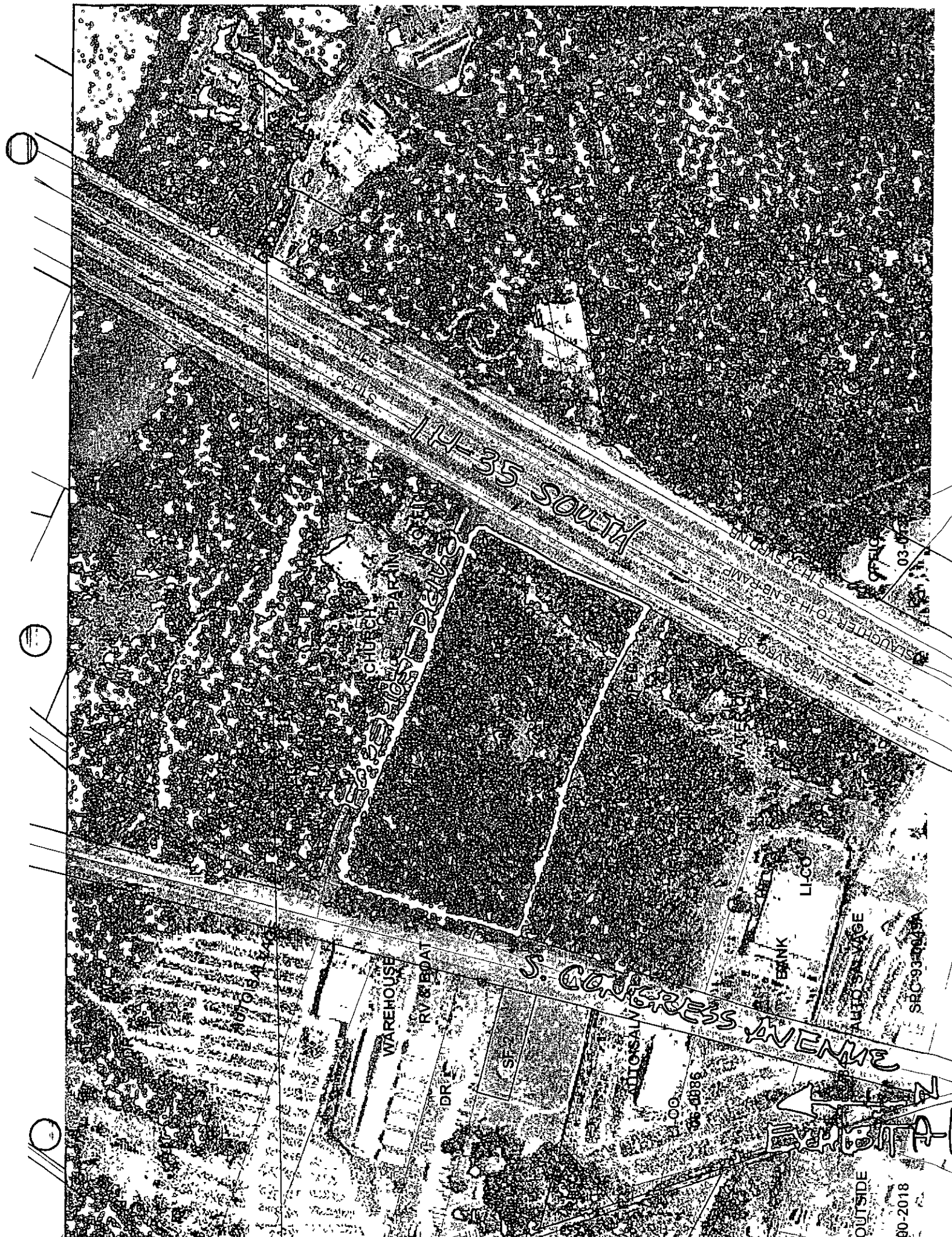
ORDINANCE NUMBER:

CASE MANAGER: Wendy Walsh
e-mail: wendy.walsh@ci.austin.tx.us

PHONE: 974-7719



	SUBJECT TRACT		ZONING EXHIBIT A		CITY GRID REFERENCE NUMBER G14
	PENDING CASE				
	ZONING BOUNDARY		CASE #. C14-06-0078 ADDRESS 7902-7926 S IH 35 SB SUBJECT AREA (acres) 14.604	DATE 06-09 INTLS. SM	
	CASE MGR W WALSH				



14-35 SOUTH

CHURCH
PARKING
DITCH

WAREHOUSE

RV & BOAT

DRIVE

S. CONGRESS AVENUE

AUTOSALVAGE

31-00

36-4086

OUTSIDE

00-2018

SLAUGHTER TO H-36 NB I-40
S-14-35 SOUTH NB

OFFICE

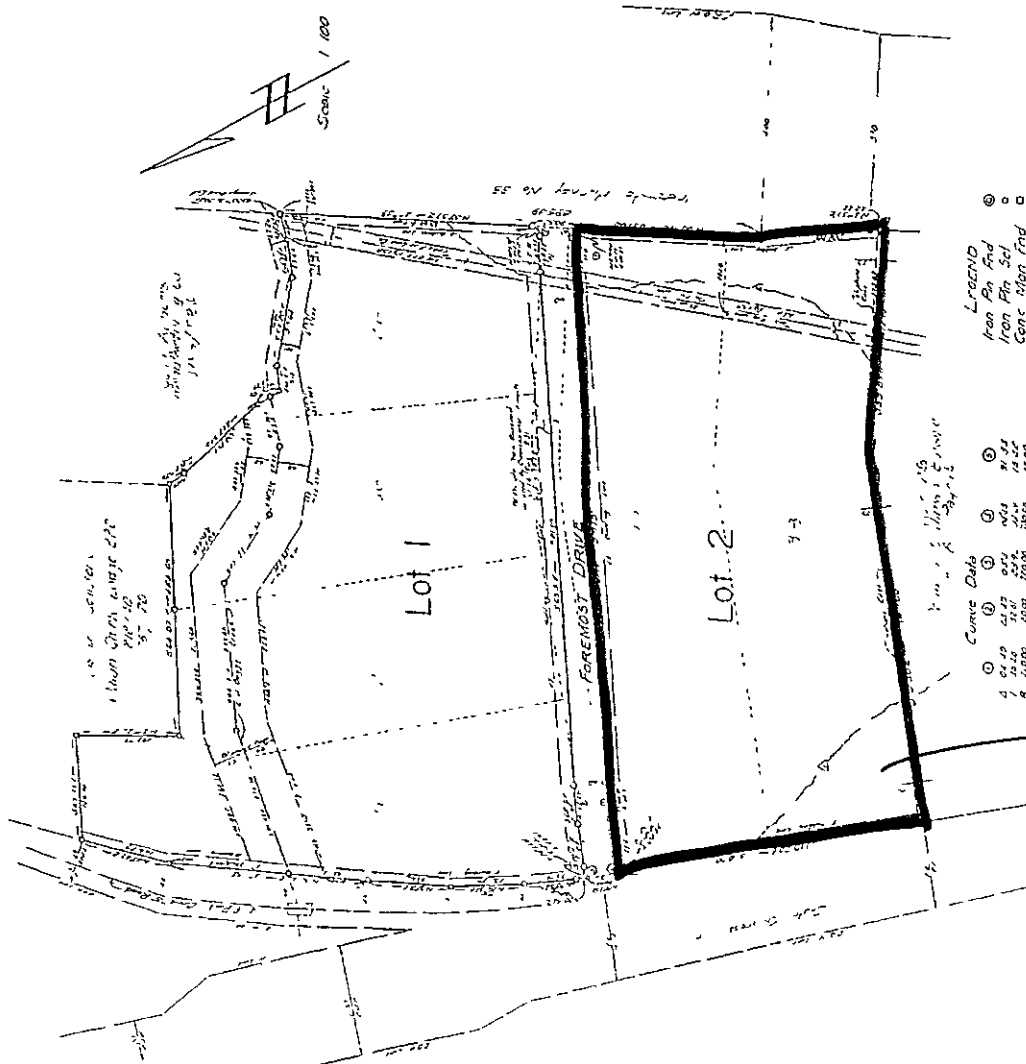
03-03

BANK
LICO

AUTO SALVAGE

SRC-9337025A

CENTENNIAL PARK



STATE OF TEXAS

COUNTY OF TRAVIS: KNOW ALL MEN BY THESE PRESENTS: That me, CIB Investment Co., a partnership of Travis County, Texas, owner of lots 38, 48, 15, 28, 30 and 46, of the 1st Range 1, Spillman Estate, a subdivision of record in Book 8 Page 15 of the Plat Records of Travis County, Texas, being out of and a part of the Willett Cannon League, in Travis County, Texas, conveyed to us by deed of record in volume 227 of Page 25, of the Plat Records of Travis County, Texas, do hereby redivide said lots 38, 48, 15, 28, 30 and 46 of the 1st Range 1, Spillman Estate in accordance with the attached plat and subdivision to be known as CENTENNIAL PARK and being subject to any easements or restrictions heretofore granted, and me do hereby dedicate to the public the use of the streets and easements as shown hereon.

WITNESS THE HAND OF Wilfred D Chrysler and Harvey C Broussard this the 22nd day of November, 1972

CIB Investment Co

Wilfred D Chrysler, partner
Harvey C Broussard, partner

STATE OF TEXAS

BEFORE ME THE UNDERSIGNED AUTHORITY, a Notary Public in and for the said county and state, on this day personally appeared Wilfred D Chrysler known to me to be the person whose name is subscribed to the foregoing instrument and he acknowledged to me that he executed the same for the purposes and considerations therein expressed

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 22nd day of November, A.D. 1972.

STATE OF TEXAS

BEFORE ME THE UNDERSIGNED AUTHORITY, a Notary Public in and for the said county and state, on this day personally appeared Harvey C Broussard known to me to be the person whose name is subscribed to the foregoing instrument and he acknowledged to me that he executed the same for the purposes and considerations therein expressed

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 22nd day of November, A.D. 1972

APPROVED FOR ACCEPTANCE
This the 27th day of January, 1973

Richard A. Little, Director of Planning

ACCEPTED AND AUTHORIZED FOR RECORD
By the Planning Commission of the City of Austin, Texas,
on this 27th day of January, 1973

Chairman

FILED FOR RECORD on the 28th day of January, 1973, at
Travis County, Texas

STATE OF TEXAS
COUNTY OF TRAVIS.

I, DORIS SHROPSHIRE, clerk of the County Court within and for the County of Travis, do hereby certify that the within and foregoing instrument with its certificate of authentication was filed for record in my office on this 28th day of January, A.D. 1973, at 10:02 o'clock A.M. and was duly recorded on the 28th day of January, A.D. 1973, at 10:02 o'clock A.M. in Book 1st Page 25 of the Plat Records of Travis County, Texas.

WITNESS MY HAND AND SEAL OF THE County Court of Travis County, Texas, this 28th day of January, 1973.

By Doris Shropshire, Clerk

This is to certify that I have compared the within and foregoing instrument with the original filed for record in my office on this 28th day of January, 1973, at 10:02 o'clock A.M.

By Doris Shropshire, Clerk

for Platting Map, Item 1, ending at Lot 1, Box Vol 6512 Pg 1836 Davis Records

EXHIBIT B
RECORDED
PLAT

REZONING
AREA

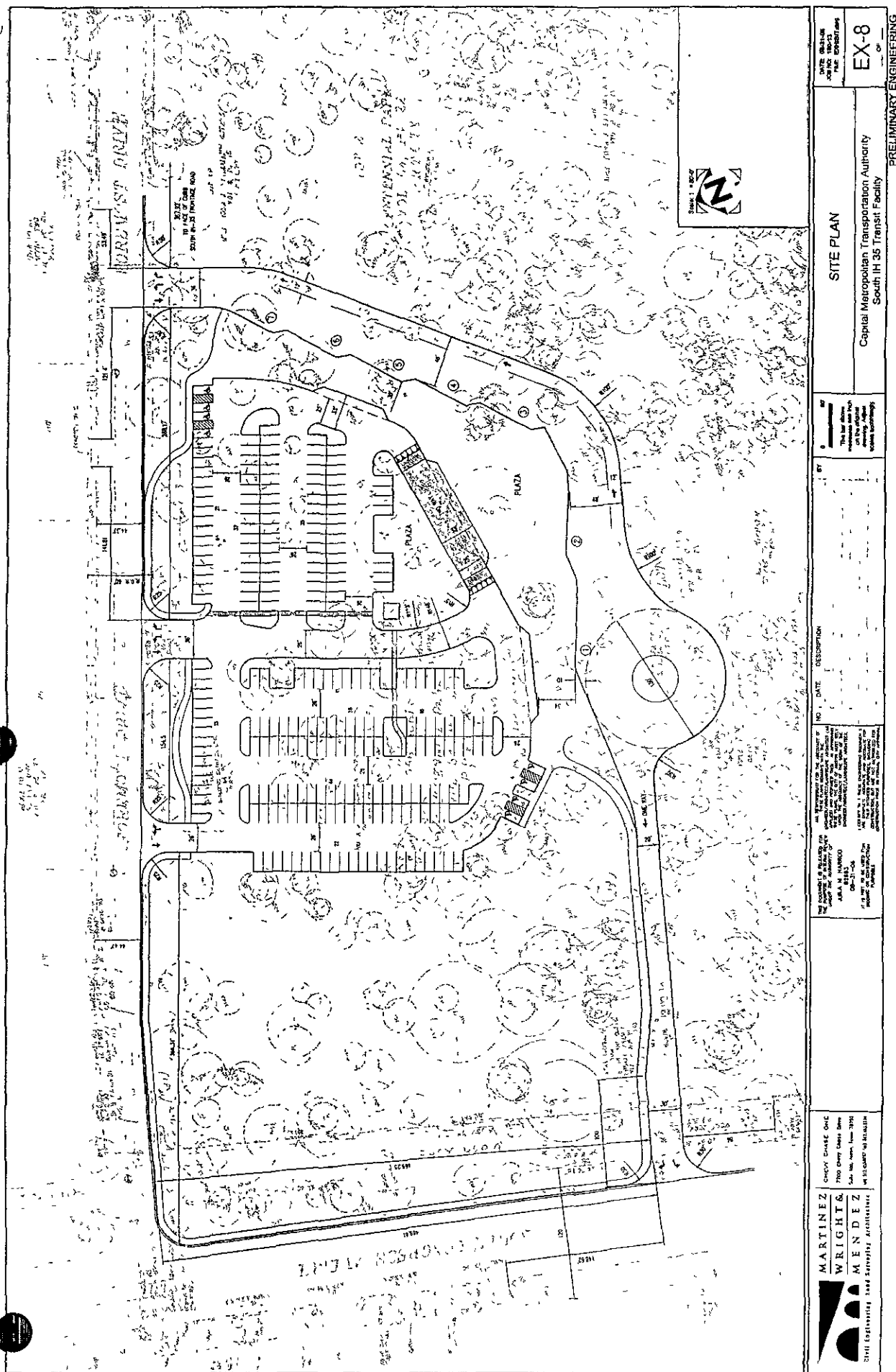


EXHIBIT C
CONCEPTUAL
SITE PLAN



ITEM FOR ENVIRONMENTAL BOARD AGENDA

BOARD MEETING
DATE REQUESTED: September 20, 2006

NAME AND NUMBER OF PROJECT: South IH 35 Transit Facility
C14-06-0078

NAME OF APPLICANT OR ORGANIZATION: Doucet & Associates
Carol Stewart (583) 2600

LOCATION: 7902-7926 South IH-35 Service Road Southbound

PROJECT FILING DATE: April 7, 2006

WPDR/ENVIRONMENTAL STAFF: Betty Lambright, 974-2696
betty.lambright@ci.austin.tx.us

WPDR/CASE MANAGER: Wendy Walsh, 974-7719
wendy.walsh@ci.austin.tx.us

WATERSHED: South Boggy Creek (Suburban Watershed/Desired Development Zone)

ORDINANCE: Planned Development Area (PDA)

REQUESTED EXCEPTIONS:

- (1) No cut/fill limitations or administrative variance requirement for detention and water quality ponds {25-8-42(B)(5)}
- (2) Fill up to 8' in the Desired Development Zone without an administrative variance {25-8-42(B)(6)}
- (3) To allow fill between 8-18' {25-8-342}

STAFF RECOMMENDATION: Recommended with conditions

EXHIBIT D



MEMORANDUM

TO: Betty Baker, Chairperson
Members of the Zoning and Platting Commission

FROM: Betty Lambright, Environmental Review Specialist Sr.
Watershed Protection and Development Review Department

Wendy Walsh, Senior Planner
Neighborhood Planning and Zoning Department

DATE: September 20, 2006

SUBJECT: South IH 35 Transit Facility/C14-06-0078
7902-7926 South IH-35 Service Road Southbound

Description of Project

Staff received a rezoning application for the above-mentioned case that proposes limited industrial service – planned development area (LI-PDA) zoning to accommodate the construction of a transportation terminal. The transportation terminal is in accordance with the voter-approved "All Systems Go" Plan and will be the southern terminus for the rapid bus route from the North IH-35 Transit Facility. As shown in the attachment, the terminal will be accessible from both South Congress Avenue and Foremost Drive. The rezoning application is scheduled for consideration by the Zoning and Platting Commission on October 3, 2006.

Description of Property

The proposed site is located west of the southbound service road of IH 35, south of Foremost Drive and east of South Congress Avenue. It is located in the South Boggy Creek Watershed (Suburban Watershed) and is in the Desired Development Zone. The site is not located over the Edwards Aquifer Recharge Zone.

Topography/Soils/Vegetation

The site is dominated by a central plateau of over 6 acres of 0-15% slopes. The east and west side of the hill have steeper gradients, as per the attached slope map. Runoff is conveyed toward the IH 35 service road and South Congress via several internal dry drainage channels. There are no classified waterways, Critical Water Quality Zone or Water Quality Transition Zone on the site.

The soils are comprised of mainly deep, gently sloping Blackland Prairie soils. The Austin-Eddy association consists of moderately deep and shallow, calcareous, clayey and loamy soils overlying chalk.

The vegetation is dominated by mature Ashe juniper with a scattering of live oak, Texas red oak, mountain laurel and other native understory plants. The undergrowth is much sparser on the undisturbed central portion of the property.

Critical Environmental Features/Endangered Species

There are no Critical Environmental Features located on or within 150' of the site.

Requested Exceptions to Current Code

The Applicant is requesting LI-PDA zoning with the following adjustments to current environmental regulations:

- (1) No cut and fill limitation or administrative variance requirement for detention and water quality ponds {25-8-42(B)(5)};
- (2) Fill up to 8' in the Desired Development Zone without an administrative variance {25-8-42(B)(6)}; and
- (3) Fill between 8-18' is permitted without a variance {25-8-342}.

Recommendations

Staff supports the requests for adjustments because the Applicant has sufficiently addressed the environmental issues surrounding the proposed facility.

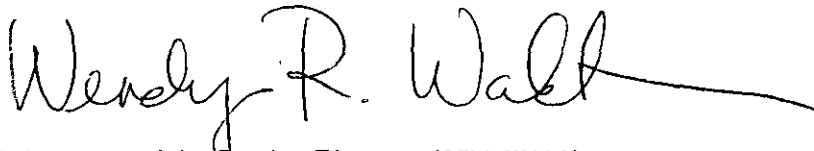
Conditions

The Applicant has agreed to the following conditions/enhancements.

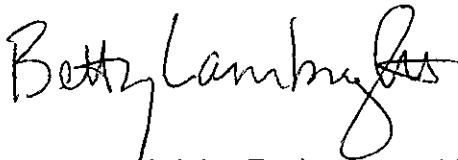
- (1) Attenuation of the parking lot heat island effect (see attached Landscape exhibit);
- (2) Drought-tolerant and/or low water requirement plantings;
- (3) Implementation of an IPM plan;
- (4) Concrete parking and concrete bus lane,

- (5) Consultation with the City Arborist to maximize the health of the existing trees; and
- (6) Utilizing the mulch from the removed trees as a vegetative filter strip on the east side of the parking lot.

If you have any questions or need additional information, please feel free to contact us.

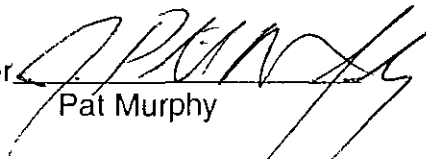


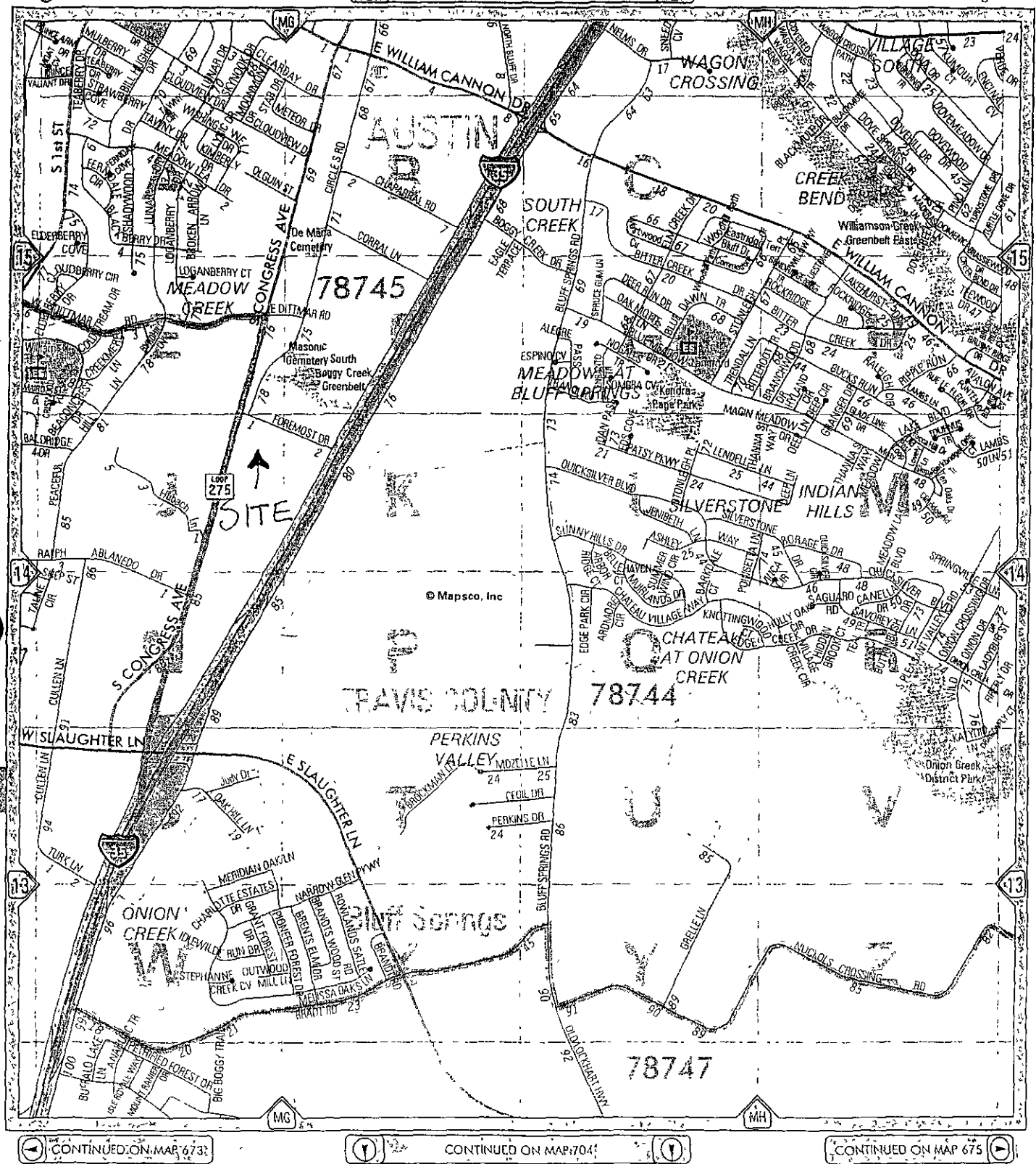
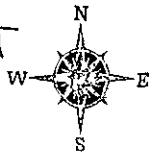
Wendy Walsh, Senior Planner (974-7719)
Neighborhood Planning and Zoning Department



Betty Lambright, Environmental Review Specialist Sr. (974-2696)
Watershed Protection and Development Review

EV Officer


Pat Murphy



SCALE IN MILES

$$\frac{1}{8} \qquad \frac{1}{4} \qquad \frac{3}{6} \qquad \frac{1}{2}$$

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SCALE IN FEET,

0 1000 2000 3000



ENVIRONMENTAL BOARD MOTION092006-B1

Date: September 20, 2006

Subject: Doucet & Associates Capital Metro South IH 35 Transit Facility

Motioned By: Phil Moncada

Seconded By: Julie Jenkins

Recommendation

The Environmental Board recommends **conditional approval** of a variance to LDC Section 25-8-42 (B)(5) 1) - No cut/fill limitations or administrative variance requirement for detention and water quality ponds 2) LDC Section 25-8-42 (B)(6) Fill up to 8' in the Desired Development Zone without an administrative variance 3) To allow fill between 8-18 feet.

Staff Conditions

- 1 Attenuation of the parking lot heat island effect
- 2 Drought-tolerant and or/low water requirement planting.
- 3 Implementation of an IPM plan.
- 4 Concrete parking and concrete bus land.
- 5 Consolation with the City Arborist to maximize the health of existing trees
- 6 Utilizing the mulch from the removed trees as a vegetative filter strip on the east side of the parking lot

Rationale

Variance requests are associated with a Public Transit Facility, there is a reduction of impervious cover by 10% (ten percent) (from 90 to 80) with concrete parking and bus lanes reducing the opportunity to use parking lot sealants

Vote: 6-0-0-2

For: Karin Ascot, Phil Moncada, William Curra, John Dupnik, Mary Gay Maxwell and Julie Jenkins

Against: None

Abstain: None

Absent: Rodney Ahart and *Dave Anderson

Approved By

Dave Anderson P E., CFM
Environmental Board Chair

* Dave Anderson is absent due to recusal.

DRAFT

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant limited industrial service – planned development area (LI-PDA) district zoning as requested by the Applicant and outlined above with conditions #1, #2 and #3 of the Environmental Board as shown in Exhibit D.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

1. The proposed zoning should be consistent with the purpose statement of the district sought.

The LI district designation is for a commercial service use or limited manufacturing use generally located on a moderately sized site. The PDA combining district designation provides for industrial and commercial uses in certain commercial and industrial base districts

2 The proposed zoning should promote consistency and orderly planning

The Staff recommends the Applicant's request as described above for LI-PDA district zoning given its location within a commercial corridor, a proposed transit oriented development (TOD) district, and ability to enhance the public transit facilities available to South Austin, along with the following conditions established by the Environmental Board 1) attenuation of the parking lot heat island effect and providing new landscaping for maximum shading of pavement; 2) the use of drought-tolerant and/or low water requirement plantings, and 3) the preparation of an Integrated Pest Management (IPM) Plan.

EXISTING CONDITIONS**Site Characteristics**

The site is undeveloped and heavily vegetated that is dominated by a central hill and slopes over 15% on the east side Site characteristics are further described in the Staff memo prepared for the Environmental Board, provided as Exhibit B

Impervious Cover

The maximum impervious cover allowed by the LI-PDA zoning district would be 80% based on the more restrictive watershed regulations

Environmental

The site is not located over the Edward's Aquifer Recharge Zone The site is in the Desired Development Zone The site is in the South Boggy Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land

Development Code Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Net Site Area</i>	<i>% with Transfers</i>
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

According to flood plain maps, there is no floodplain within, or adjacent to the project boundary.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment

Under current watershed regulations, development or redevelopment on this site will be subject to the following water quality control requirements

- Structural controls. Sedimentation and filtration basins with increased capture volume and 2 year detention

Transportation

No additional right-of-way is needed at this time

The trip generation under the requested zoning is estimated to be 22,607 trips per day, assuming that the site develops to the maximum intensity allowed under the zoning classification (without consideration of setbacks, environmental constraints, or other site characteristics). The proposed transportation terminal will generate approximately 1,127 trips per day

A traffic impact analysis was waived for this case because the applicant agreed to limit the intensity and uses for this development. If the zoning is granted, development should be limited through a conditional overlay to less than 2,000 vehicle trips per day [LDC, 25-6-117]

Water and Wastewater

The landowner intends serve the site with City of Austin water and wastewater utilities. The landowner, at own his own expense, will be responsible for providing the water and wastewater utility improvements, offsite main extension, system upgrades, utility adjustments and relocation. Also, the utility plan must be reviewed and approved by the Austin Water Utility. The plan must be in accordance with the City of Austin design criteria. The utility construction must be inspected by the City. The landowner must pay the applicable and associated City fees

Site Plan and Compatibility Standards

The site is subject to compatibility standards. Along the west property line, the following standards apply:

- No structure may be built within 25 feet of the property line.
- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- No parking or driveways are allowed within 25 feet of the property line.
- In addition, a fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection

Additional design regulations will be enforced at the time a site plan is submitted

Walsh, Wendy

From: Carol Stewart [Carol.Stewart@doucet-austin.com]
Sent: Tuesday, October 03, 2006 3 52 PM
To: Walsh, Wendy
Cc: willywerks@sbcglobal.net; chammond1@austin.rr.com; steve.roudebush@capmetro.org, rkleeman@munsch.com; robert.okamoto@capmetro.org; JuliaH@mwm-inc.com
Subject: C14-06-0078 - South IH 35 Transit Facility Postponement request
Importance: High

Hi Wendy -

Cap Metro, The Circle S Ridge NA, and the Far South Austin Community Association have agreed to a joint postponement request on the above referenced case until the November 7 ZAPCO meeting. The postponement will give us the opportunity to further investigate issues that have been raised and allow time for another meeting between the parties.

Additionally, we would like to update our schedule for 1st reading at City Council to November 16.

Call me if you have any questions

Thanks,
Carol

Carol M. Koenig Stewart
Doucet & Associates, Inc
7401 B Hwy 71 W., Suite 160
Austin, TX 78735
512-583-2600 Phone
512-583-2601 Fax
www.doucetandassociates.com
carol.stewart@doucet-austin.com

10/3/2006

SOUTH CONGRESS PARK & RIDE

< CIRCLE S ROAD "CUT-THROUGH" TRAFFIC STUDY >

November 3, 2006

SOUTH CONGRESS PARK & RIDE

< CIRCLE S ROAD "CUT-THROUGH" TRAFFIC STUDY >

Prepared for
Capital Metro

Prepared by
HDR|WHM Transportation

504 Lavaca Street, Suite 1175
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November 3, 2006



John M. McInturff
11/3/06

SOUTH CONGRESS PARK & RIDE

< CIRCLE S ROAD "CUT-THROUGH TRAFFIC STUDY" >

Site and Area Access Characteristics

The proposed development will consist of a Park and Ride (P&R) facility with 250 parking spaces and is to be completed in January 2008. The project site is bounded by South Congress Avenue on the west, Foremost Drive on the north, the IH 35 West Frontage Road on the east and vacant land on the south. Access to the site is proposed via three driveways on Foremost Drive and one driveway on South Congress Avenue as shown in Figure 1. The two western driveways on Foremost Drive will be for use by facility patrons with the eastern driveway for bus traffic only. The South Congress Avenue driveway will be for outbound bus traffic only.

Development of the proposed facility requires rezoning approval by the City of Austin. This proposed P&R facility with 250 parking spaces will generate an estimated 1,125 daily trips. Because this number is less than 2,000, no traffic impact analysis was required as a part of the rezoning application and process. In the course of meeting with adjacent property owners and neighborhood groups, concerns were expressed about "cut-through" traffic on the street network in the vicinity of the site. In response to these concerns, a study was undertaken to address existing and potential traffic impacts in the vicinity of the site.

Circle S Road, Corral Lane, Chaparral Road, Dittmar Road and Foremost Drive are all public streets and all motorists are entitled to travel anywhere along these streets as long as they comply with applicable traffic regulations such as speed limits, stop signs and traffic signals.

Data Collection

In order to determine existing area traffic patterns to serve as the basis for evaluating "cut-through" traffic and potential site traffic distribution, peak period turning movement counts (7:00-9:00 AM and 4:00-6:00 PM) were collected at the following intersections:

- a Foremost Drive and IH 35 West Frontage Road
- b Foremost Drive and South Congress Avenue
- c Foremost Drive and Circle S Road
- d Dittmar Road and Circle S Road
- e South Congress Avenue and Dittmar Road
- f Circle S Road and Corral Lane
- g Corral Lane and IH 35 West Frontage Road
- h Circle S Road and Chaparral Lane
- i Chaparral Lane and IH 35 West Frontage Road
- j South Congress Avenue and William Cannon Drive
- k William Cannon Drive and Circle S Road
- l South Congress Avenue and Circle S Road
- m William Cannon Drive and IH 35

In addition, traffic volumes (24 hours with hourly totals) were recorded at the following locations to serve as the basis for evaluating "cut-through" traffic and potential site traffic distribution

- a Circle S Road north of William Cannon Drive
- b Circle S Road south of William Cannon Drive
- c Circle S Road north of Foremost Drive
- d IH 35 southbound ramp and frontage roads between William Cannon Drive and Slaughter Lane

The results of these traffic counts are summarized on Figure 2

Trip Generation

Total trips per day, as well as the peak hour traffic associated with the proposed P&R facility, were estimated using the microcomputer program "Trip Generation" by Microtrans Corporation, which is based on recommendations and data contained in the Institute of Transportation Engineers report Trip Generation. These rates have been previously confirmed for the Austin area with traffic counts conducted at other Capital Metro P&R facilities. The proposed park and ride facility will generate approximately 1,125 daily trips as shown in Table 1. Many of these trips will consist of vehicular traffic currently using the roadway system in the vicinity of the site.

Table 1.
Summary of Estimated Daily and Peak Hour Trip Generation

Proposed Land Use	Size	24 Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Park and Ride	250 parking spaces	1,125	150	38	21	72

In the area adjacent to Circle S Road between William Cannon Drive and Foremost Drive there are approximately 121 single family homes with access to Circle S Road, Corral Lane and Chaparral Road. These homes generate an estimated 1,158 daily, 91 AM peak hour and 122 PM peak hour trips as summarized in Table 2.

Table 2.
Summary of Existing Daily and Peak Hour Trip Generation

Location	Number of Homes	24 Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Circle S Road between William Cannon Blvd. and Chaparral Road	42	402	8	24	27	16
Circle S Road between Chaparral Road and Corral Lane	25	239	5	14	16	9
Chaparral Road between Circle S Road and IH 35	42	402	8	24	27	16
Corral Lane between Circle S Road and IH 35	12	115	2	7	8	4
Totals	121	1,158	23	68	77	45

Commemorative Brands, 7211 Circle S Road, employs 800 people and has vehicular access to its site from Circle S Road, Corral Lane and the IH 35 southbound frontage road

Directional Distribution

Based on current traffic patterns and the location of the site south of Foremost Road, most P&R users will come from the south and west. Most bus users will not be likely to travel to the south, particularly if they live north of William Cannon Drive, to utilize the P&R. For this reason, development of the P&R facility is not anticipated to increase traffic on the neighborhood streets. Due to the nature of the potential patrons distribution in the area, many of the existing trips will be eliminated from the adjacent roadway network. The expected ridership is south of the site for riders traveling north. The vehicular trips summarized in Table 2 can be expected to be distributed throughout the area street network.

Traffic Analysis

Peak hour congestion is evident at the intersections of William Cannon Drive with South Congress Avenue and IH 35. The section of South Congress Avenue immediately north and south of William Cannon Drive is substandard in comparison with sections further to the north and south. The lack of two through lanes northbound and southbound significantly reduces the capacity at this intersection and creates peak period delay for area motorists. This may contribute to some "cut-through" traffic on Circle S Road. It should be noted, as discussed above, some of this traffic consists of residential trips to/from homes in the area as well as the employees of Commemorative Brands.

Review of traffic volumes collected in the area of Circle S Road revealed the following:

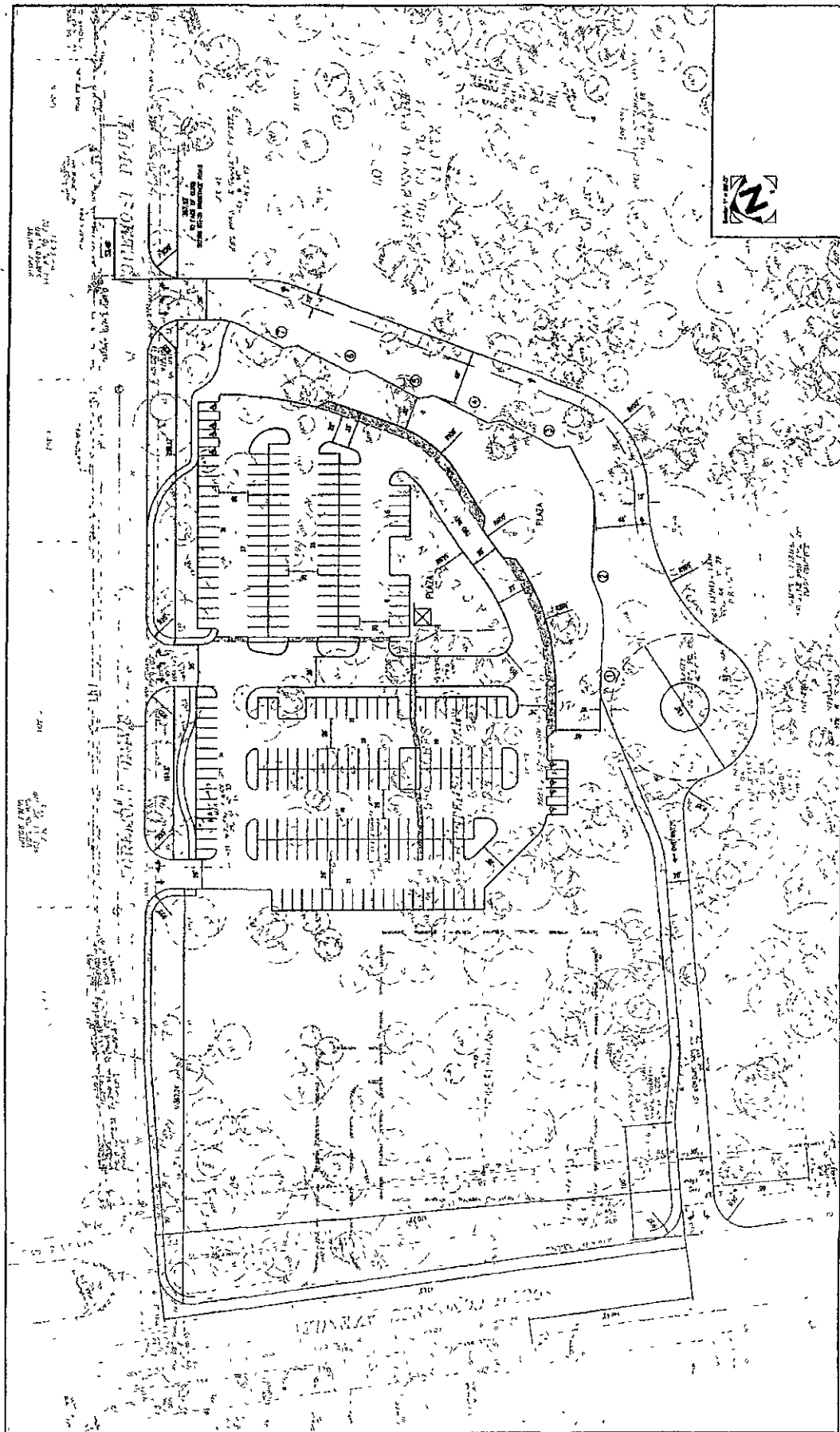
- a. Traffic volumes on Chaparral Road are approximately equal to expected trip generation based on existing single family development.
- b. Traffic volumes on Corral Lane are slightly greater than expected trip generation based on existing single family development, however, one of the access points to the Commemorative Brands facility is located on Corral Lane. This company employs 800 people, so it can be expected that a number of its employees use Corral Lane to access parking areas.


Based on turning movement counts at the intersections along Circle S Road, there appear to be motorists utilizing Circle S Road for travel from west of South Congress Avenue and south of Foremost Drive to William Cannon Drive during the morning peak period. Based on turning movement counts in the afternoon peak period, the reverse of the morning pattern occurs, but with significantly smaller volumes. Traffic volumes during the afternoon travel period can be directly attributed to neighborhood residents and employees of Commemorative Brands.

Recommendations

Based on review of data collected during the study, observations of traffic operations in the area, operational design and access characteristics of the proposed park and ride facility, and feedback received from the Circle S Ridge Neighborhood Association, the following recommendations are submitted

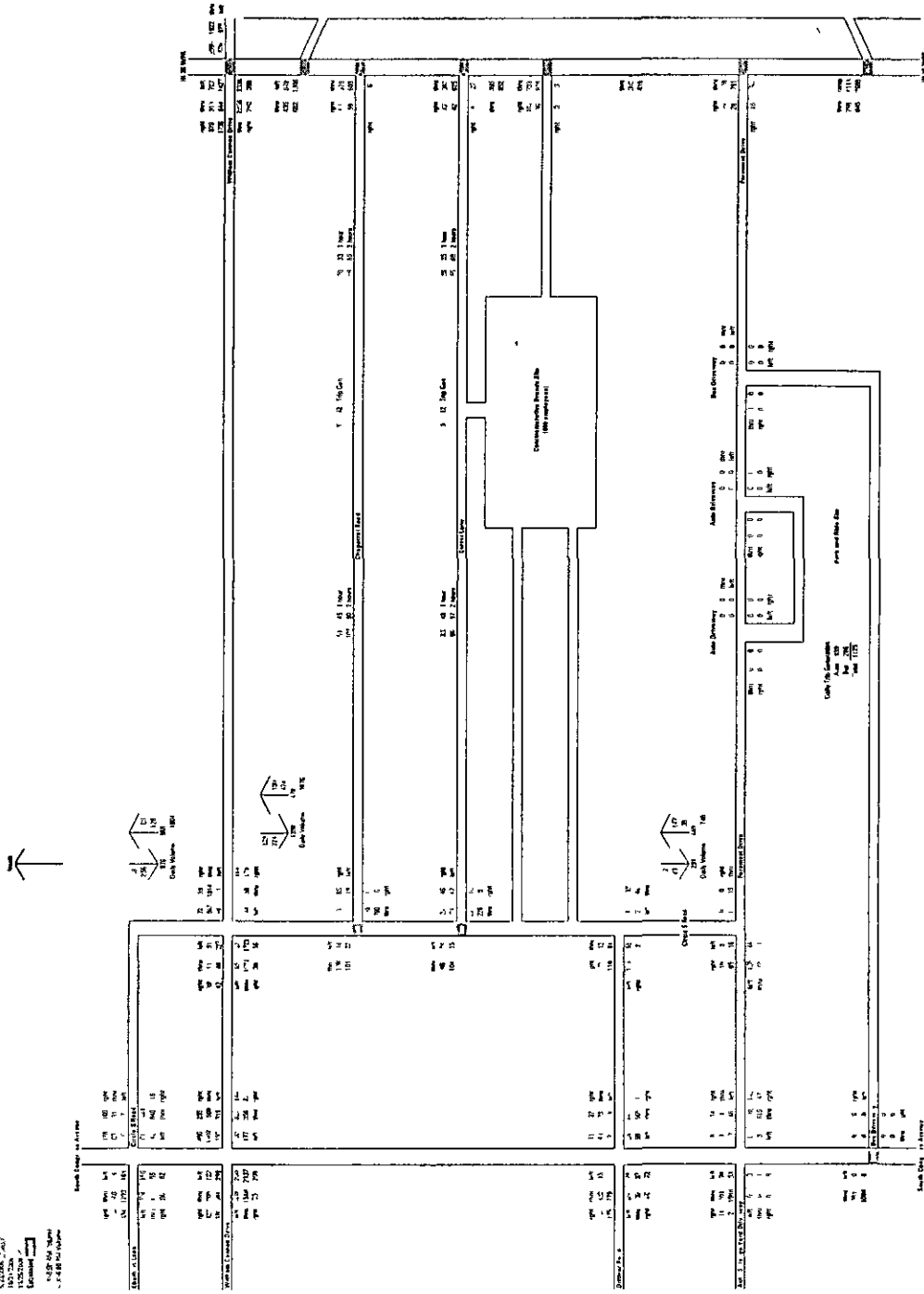
- 1 A copy of this study will be provided to neighborhood representatives and the City of Austin for use by these representatives in response to issues they have raised related to existing conditions
- 2 Continue to emphasize to the City of Austin and TxDOT the urgent need to improve the section of South Congress Avenue immediately north and south of William Cannon Drive
- 3 Request that the City of Austin monitor existing traffic signal timing and phasing for the intersections of William Cannon Drive with South Congress Avenue and Circle S Road to insure optimum operation, particularly after initiation of operations at the proposed P&R facility
- 4 Provide a formal request to the City of Austin for the Circle S Ridge Neighborhood Association to be considered for a neighborhood plan. The City has a significant backlog of such requests, including specific requests for installation of speed humps. Many of these requests are from large neighborhoods with many residential streets, modifications of which could lead to impacts on other streets. For this reason, such requests may require significant and expensive studies to determine appropriate traffic mitigation measures. Because the Circle S Ridge neighborhood is located in a relatively isolated area from the standpoint of boundaries and no parallel adjacent residential streets which could be impacted by traffic dispersed from the neighborhood, the City may be more willing to undertake a neighborhood study
- 5 Excessive speeding on residential streets was noted by area residents. This should continue to be addressed by contact with the Austin Police Department noting specific times, locations, etc. when such speeding is occurring. As noted by residents, some of these speeding vehicles appear to be employees of Commemorative Brands. Contact with the company's management is encouraged to assist in minimizing speeding through residential neighborhoods
- 6 As noted previously, there is a documented pattern of motorists utilizing Circle S Road for travel to and from the north via South Congress Avenue and Foremost Drive. Due to the very short spacing between the intersections of South Congress Avenue and Circle S Road on Foremost Drive, it is recommended that the City consider prohibition of eastbound and southbound left turn maneuvers at the intersection of Circle S Road and Foremost Drive. Regulatory signing for these restrictions should be supplemented with channelization such as that shown in Figure 3

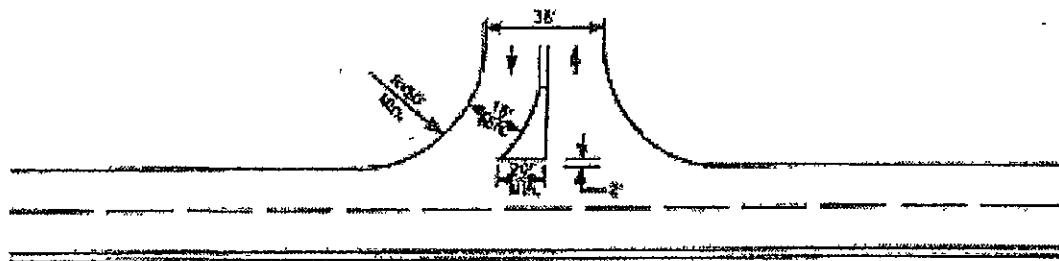


 MARTINEZ WRIGHT & MENDEZ Civil Engineering and Surveying Association	Design Charge Only 7000 Cherry Street, Suite 100 Austin, TX 78751 Tel: 512/452-1111 Fax: 512/452-1112	NO. 1 DATE 10/1/98	DESCRIPTION SOUTH IH 35 TRANSIT FACILITY PRELIMINARY ENGINEERING	DATE, SCALE, AND NO. OF SHEETS 10/1/98, 1/4" = 1'-0", 1 OF 1	EX-8 Capital Metropolitan Transportation Authority South IH 35 Transit Facility
	This set of drawings is to be used for the purpose of the project only and is not to be used for any other purpose without the written consent of the engineer.				

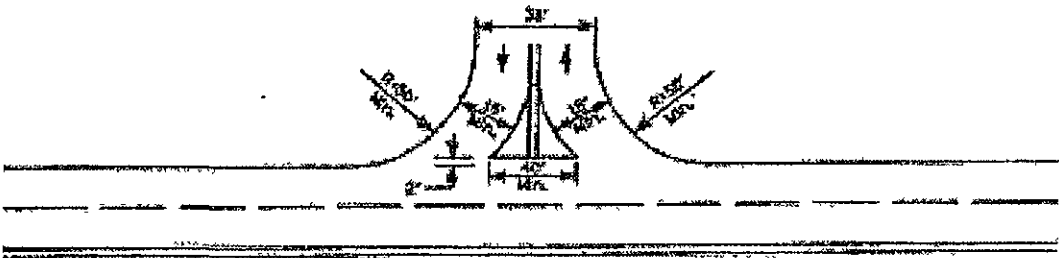
CMTA South Park & Ride Area Traffic Volumes

1. Source: Traffic Volumes
 2. Date: 10/15/2014
 3. Project: CMTA South Park & Ride
 4. Location: South Park & Ride Area
 5. Scale: 1" = 100'

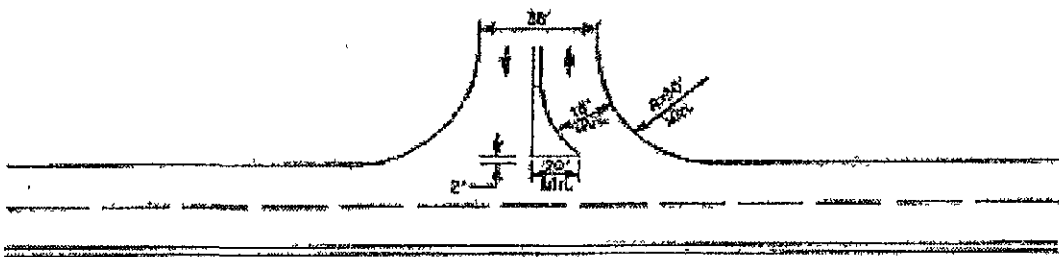




RIGHT IN, RIGHT OUT, LEFT IN

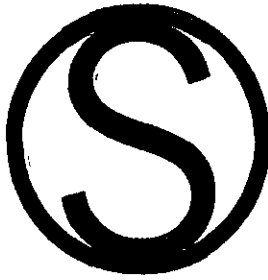


RIGHT IN, RIGHT OUT



RIGHT IN, RIGHT OUT, LEFT OUT

Sources Adapted from City of Lakewood Transportation
Engineering Design Standards, 1985



CIRCLE S RIDGE

NEIGHBORHOOD ASSOCIATION #646

STATEMENT FROM THE CIRCLE S RIDGE NEIGHBORHOOD ASSC.

DATE: 11/1/06

CASE: C14-06-0078 – SOUTH IH-35 TRANSIT FACILITY

TO: WENDY WALSH/ ZONING & PLANNING COMMISSION

The Neighborhood and the representatives from Capitol Metro recently had a meeting on 10/30/06 to discuss our concerns principally regarding issues of cut through traffic as a result of the development of a park and ride facility. We were pleased to have a very informative presentation of a traffic study made of our neighborhood. We are very grateful to have received this study and their efforts to put it together in a very short period of time. We would like to thank all those involved on a job well done and their special attention to our concerns.

As a result, the study found that the park and ride facility will have a minimal impact on cut through traffic in the neighborhood, however the location of S Congress, Foremost dr and Circle S rd is a safety issue that Capitol Metro needs to address as per the recommendation provided in the traffic study (Item 6)

The neighborhood has decided to agree with the rezoning and the transit oriented development of this area. We believe this kind of city planning in our area will benefit the neighborhood and help bring attention to the broader concerns of this area of South Congress. As the study explains, the main problem that causes cut through traffic in the neighborhood is largely the condition of S Congress between Foremost dr on the south end and Circle S rd on the North end. This section of the Congress Ave is reduced to two lanes where as the other sections are four lanes with a turning lane. The result is a "bottle necking" at the corner of Wm. Cannon and S. Congress, which creates unusually long lines of traffic at this intersection. Drivers are inclined to seek other alternatives around this intersection and hence some of our problems with cut through traffic.

Through the information we have received from this case, it's our intention to have these recommendations presented to Public Works and TXDOT. We hope the uniqueness of our neighborhood's situation will bring more studies and improve city planning for our area.

Sincerely, Will Larson

Will Larson, President
Circle S Ridge Neighborhood Assc
402 Chaparral Rd
Austin TX. 78745
512 444 7409

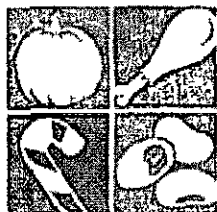
Walsh, Wendy

From: Michael Guerra [michaelguerra@austinfoodbank.org]
Sent: Tuesday, November 07, 2006 2:34 PM
To: Walsh, Wendy
Cc: 'Carol Stewart'
Subject: Food Bank support for Cap Metro development at Foremost and S. Congress Ave

Wendy,

The Capital Area Food Bank of Texas is in support of the planned South Austin Park and Ride at Foremost and S. Congress Ave. We see no issues with the planned development, and in fact see it as a boon to the area. We are grateful and appreciative that Cap Metro has been considerate and respectful of the neighbors during the early stages of development. We look forward to continued collaboration on this project.

Sincerely,



Turn Hungry Holidays
into Happy Holidays.

Michael G. Guerra
Chief Operating Officer
Capital Area Food Bank of Texas
512-684-2106 (wk)
512-627-9381 (cell)
www.austinfoodbank.org

donate online at austinfoodbank.org

11/7/2006